

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 43, No. 7

October 1992

In Memory of Monte Blain

Monte Wallace Blain of Joliet was killed May 27 in an auto accident west of Billings. He was born August 31, 1948, a son of Wallace and Marge Blain. He spent his entire life in the Joliet area.

Monte began ground school in Billings at the age of 16 and learned to fly at Hoffman Flying School. He knew he wanted a career that would allow him to fly and became involved in his father's flying service. He later became owner-operator of Joliet Flying Service and expanded the business built on his father's foundation into one of the top ag operations in the state.

Monte's wife Linda, son Wade, and daughter Shelley, have all been involved in the business. Linda and Wade will continue to operate the flying service.

Monte believed firmly in creating an organization of ag pilots and strongly supported the successful creation of the Association of Montana Aerial Applicators (AMAA) which was formed and held it's first convention last year.

Although a strong business competitor, Monte was highly respected by his peers and will be missed by all.

Memorials may be sent to: Monte Blain Scholarship Fund, AMAA Box 5415, Helena, MT 59604.

Aviation Awareness Education Week Proclaimed

State of Montana

Proclamation

WHEREAS, America's and Montana's airports serve as an integral part of our transportation system; and

WHEREAS, the economic well being of Montana's diverse industries is measurably influenced by the use of aircraft for business, travel, and recreation; and

WHEREAS, the dynamic changes and advancements in aviation technologies will influence the future of every citizen in Montana; and

WHEREAS, education and public awareness programs will lead to a more comprehensive understanding of how airports and aircraft contribute to the physical and economic growth of local communities and how the aviation industry offers exciting career challenges to the young people of our state.

NOW THEREFORE, I, STAN STEPHENS, Governor of the State of Montana, do hereby proclaim the week of October 11-17, 1992 as

AVIATION AWARENESS/EDUCATION WEEK

in Montana and I urge all Montanans to observe this week with appropriate activities and to undertake a commitment to expand their understanding of aviation's place in their own lives.



IN WITNESS WHEREOF, I have hereunto set my hand and caused the GREAT SEAL OF THE STATE OF MONTANA to be affixed.
DONE at the City of Helena, the Capital, this 24th day of September, in the year of our LORD, one thousand nine hundred and ninety-two

Stan Stephens

STAN STEPHENS
Governor of Montana

ATTEST

Mike Cooney
MIKE COONEY
Secretary of State

Administrator's Column

Condolences to the Blains: On behalf of the Montana Aeronautics Board and Division I would like to extend our condolences to the Monte Blain family. Monte was a highly respected and active aerial applicator from Joliet for many years and was killed in a tragic pickup accident. See more on Monte elsewhere in this publication.



Product Liability Reform Legislation Creeps Forward: For the first time a product liability legislative package will be debated and voted upon as a stand-alone bill. The bill (SB640) introduced by Senator Bob Kasten of Wisconsin has been scheduled for debate by Senate Majority Leader George Mitchell of Maine and will be allowed to continue for as long as the bill has enough supporters to avoid a filibuster. It is interesting to note that during President Bush's acceptance speech at the Republican National Convention he stated, "I am fighting to reform our legal system to put an end to crazy lawsuits, and if that means climbing into the ring with the trial lawyers, well, let me just say round one starts tonight. After all, my opponent's campaign is being backed by practically every trial lawyer who ever wore a tasseled loafer." If you have strong feelings about the aviation product liability issue you should contact our Montana Senators Max Baucus and Conrad Burns.



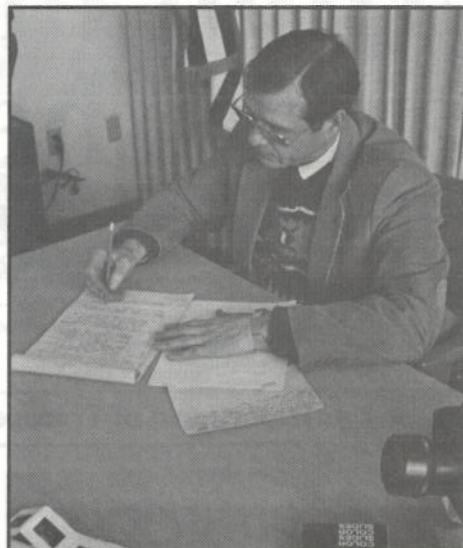
Five Year Term For FAA Administrator Proposed: The Senate Commerce Committee approved a required five year term for the FAA Administrators, as part of the FAA Reauthorization bill. Once the FAA reauthorization bill passes the Senate it will go to the Senate/House conferees to work out the differences between the two bills.



FAA Civil Penalty Program Changed: Bowing to strong opposition to the 1987 Congressionally approved two-year FAA Civil Penalty Demonstration Program, Congress has now modified and made the program permanent. The controversial program has received numerous extensions by Congress. The program allowed the FAA to assess fines of up to \$50,000 against pilots and aircrews for violations of Federal Aviation Regulations. The FAA was allowed to be not only the accuser, prosecutor and judge, but also the jury and the appeals judge. In other words, the FAA had the authority to bypass the court system. Congress acted to make permanent the program, however, in recognition of strong industry opposition they modified the program to require that the National Transportation Safety Board (NTSB) be the appeals authority to hear cases involving pilots, mechanics and flight crew members. Many industry and aviation groups mounted a strong lobby to repeal or change the program.



FAA Approves Certification of New Primary Category Aircraft: The FAA has published their final rule of the new primary aircraft certification. This means that for the first time a new, simplified certification process will be allowed for aircraft with not more than four seats, weighing less than 2,701 pounds, and having a stall speed not exceeding 61 knots. Owners will be allowed to maintain their own aircraft under an FAA approved maintenance and inspection program. Such aircraft cannot be used for hire or compensation and operation is limited to the pilot-owner or his/her designee. This new primary aircraft category includes gliders and small helicopters. It is anticipated that the cost of purchasing and operating the new primary category aircraft will open the door to many new aircraft owners who simply cannot afford to get into the current aircraft market. The Experimental Aircraft Association petitioned the FAA about eight years ago for this new certification category.



Montana and the Sky
Department of Transportation
Stan Stephens, Governor
John Rothwell, Director

Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
Michael D. Ferguson
Administrator

Aeronautics Board
Joel Fenger, Chairman
Joe Attwood, Member
Leland Ford, Member
Douglas Freeman, Member
Howard Gipe, Member
Greg Mecklenburg, Member
Phillip O. Pederson, Member
Sharel Stroh, Member
George Teslovick, Member

Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$3 per year
Editor: Debbie Alke
Editorial Assistant: Sean Seville

FLASH . . . FLASH . . . FLASH

Congratulations to Jim Damron, who was successful in flying his Piper Cub non-stop from coast to coast and now holder of that speed record.

We just learned of Jim's accomplishment at press time and will convey his story to you in a future issue.

Hasskamp Retirement Party

In honor of Fred Hasskamp and his years of service at the Aeronautics Division, a retirement party will be held on Friday, October 23 beginning at 6:00 pm

The festivities will take place in Jeff Morrison's new hangar which is located next to the Division offices on the Helena Airport.

A steak-fry, complete with trimmings will be served. Please RSVP to the Aeronautics Division at 444-2506 before October 20 for food arrangements.

Please plan on joining us to wish Fred a happy retirement!

Calendar

Oct. 2-4—Montana Flying Farmer Convention, Park Inn f/k/a Yogo Inn, Lewistown.

Oct. 11-17—Aviation Awareness/Education Week.

Oct. 17—AOM Board Meeting, 11:00 am, Helena.

Oct. 23—Fred Hasskamp's Retirement Party, Helena Airport.

Nov. 6—Montana Aeronautics Board Meeting, Helena.

Feb. 5-7, 1993—Flight Instructor Refresher Clinic, Helena.

Feb. 24-27, 1993—Montana Aviation Conference, Holiday Inn, Missoula.

March 1-3, 1993—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

CAP's Cadet Drill Team attends Competition

On July 17-18, the CAP regional cadet drill team competition was held in Caldwell, Idaho. The 16-member Montana Wing Cadet Drill Team participated.

The Team took second place in the competition trailing the Utah Wing Cadet Drill Team by only one point. The regional competition included cadet drill teams from Colorado, Idaho, Montana, Utah, and Wyoming, which together comprise CAP's Rocky Mountain Region.

Civil Air Patrol is the official civilian auxiliary of the United States Air Force as chartered by the United States Congress in 1948 under Public Law 557 and has a three-fold mission assigned to it: (1) Emergency services and civil defense, (2) aerospace education of the general public, and (3) management of an Air Force junior ROTC cadet program.

Part of the Civil Air Patrol cadet program is the annual National Cadet Drill Team Competition which enables cadets from each of CAP's 52 wings to compete in each of seven events at the wing level, regional level, and finally at the national level at CAP's National Headquarters at Maxwell Air Force Base in Alabama. The seven events include the standard drill event, innovative drill event, uniform inspection, volleyball, mile run, written examination,



Three members of the Billings Composite Squadron participated in the Drill Team Competition. Pictured from left to right are First Lieutenant Steven Heffel, Billings Deputy Commander for Cadets; Cadet Master Sergeant Nichole Pilakowski; Cadet Sergeant Stacy Turcotte; Cadet Airman Chris Whitmer; and the Billings Squadron Commander Captain Kent Abendroth.

and panel quiz. Each event is team oriented and the team scores are team averages based on scores of individual drill team members.

Any young person between 13 years of age and who has not yet reached their 18th birthday, interested in joining the cadet program can call First Lieutenant Steven Heffel, deputy commander for cadets, Bill-

ings Composite Squadron at 252-7426, evenings. Or if you are interested in joining the Billings Squadron and training for services and/or working with the cadet program, give Lt. Heffel a call.

There is no military commitment nor obligation expected of CAP members—all duties performed are strictly on a voluntary basis.

Facilities Maintained

The Airport/Airways crew worked to improve the appearance and security of the Homestake Beacon Shack. The crew painted the shack, repaired damaged windows and removed trees from the powerline right-of-way.

The N.D.B. located at Harlowton has been completely re-built. Blaine Meissner and Mike Rogan spent a day installing the transmitter and updating the lightning protection for the system. Please tune it in at HWQ 242 Khz and let us know how it is working.



Amy Attends Academy

Amy Burger of Helena, attended the Experimental Aircraft Association (EAA) Air Academy at Oshkosh, Wisconsin. As the winner of the Aeronautic Division's 1992 Aviation Awareness Art Contest, Amy received tuition to the academy paid through donations from the aviation community and the Montana Airport Manager's Association (MAMA) and round-trip air transportation provided by Northwest Airlines.

While attending the academy which is held in conjunction with the EAA Convention and Fly-In, Amy was chosen as the Outstanding Young Woman of the 1992 Academy.

Amy is a student at Capitol High School and is the daughter of Rick and Diane Burger.



Following graduation, Amy receives congratulations from Mike Ferguson and Chuck Larson who is the Director of Education for the EAA.

Big Sky Airlines Gets Upgrade Nod

The U.S. Essential Air Service Office of the Department of Transportation has given Big Sky Airlines approval to upgrade their Lewistown - Havre route system to Metroliners. Big Sky will soon begin phasing out their Cessna 402's and replace them with 16-passenger pressurized Fairchild Metros. This will now allow Big Sky to operate an all Metro fleet.

In addition to this good news, Big Sky Airlines was also selected to continue providing Essential Air Service through February 1994.



Three Forks Fly In

The Montana Antique Airplane Association (MAAA) held its 15th annual fly-in, July 31 - August 2 at Three Forks. Over 100 airplanes visited Progreba Air Field for a fun-filled weekend.



Bobbie Hall received a ride in Bob Marshall and Bob Green's BT-13A for her 86th birthday present. Son, Bud Hall and Wayne Edsall assist in preparing Mrs. Hall for her flight that was piloted by Bob Marshall.

Anaconda/Ennis Fly In

The Anaconda/Ennis Fly-ins were held August 15-16. Interesting aircraft present included Wayne Edsall's BT-13; a Fouga Magister, an Italian jet, owned by Jon Bowman of the Seattle area; and a Lockheed Lodestar owned by Ed Wachs of Pony. Ed's T-37 which is being restored was also present for viewing.



Paul Yedinak is in the process of restoring this T-6 owned by Madison Valley Aircraft.

Young Eagles Under Way

The Experimental Aircraft Association has embarked on an ambitious program to revive and generate youthful exuberance for aviation. It is called the Young Eagles Program and its slogan is "New horizons for a new generation."

The goal is as admirable as it is ambitious: to fly one million young people by the year 2003 — the 100th anniversary of the first flight. EAA is encouraging its members to fly with young people who are between the ages of eight and seventeen.

These youth will then be registered by EAA as an Eagle Flight member and will begin receiving a newsletter from EAA. The person's name will also be listed in the world's largest logbook, to

be displayed at the EAA Air Adventure Museum in Oshkosh. Through this program, EAA hopes to not only enlighten young people about aviation, but perhaps involve them as well.

The Career Awareness Program that the Montana Aeronautics Division has sponsored since the mid-50's is similar to this EAA program. The program involves, tours of a variety of airport tenants depending on the groups interest and an introductory flight. In the past ten years, an average of 500 students per year have participated in this program.

EAA has asked each state aviation agency to help and by using each state's population as a ratio to the goal of one million, has asked Montana to provide 3,200 flights before 2003.

Montana Student Selected for Eagles Kick-off Program

Amy Burger the 1992 Aviation Awareness Art Contest winner took part in the EAA's Young Eagles Program while attending the EAA Air Academy in Oshkosh.

The world famous aerobatic, wingwalking pilot, Gene Littlefield, provided Amy's ride. When asked if she would like to ride on top of the wing in Cheryl's place (Littlefield's wife), Amy declined, and offered to fly so Gene could be the wingwalker! Gene also declined. See related story page 4.

AOPA Praises GA Efforts

The Aircraft Owners and Pilots Association lauded local general aviation mercy flight relief efforts in South Florida in the wake of Hurricane Andrew.

Pilots and pilot groups affiliated with the new Air Care Alliance volunteer organization, which AOPA helped support during its formation, were flying light single- and twin-engine aircraft and helicopters to assist the devastated Homestead community in South Florida.

"The Hurricane Andrew situation has again proven the value of the community general aviation airport and the fast, flexible response of general aviation aircraft," noted AOPA President Phil Boyer.

Private aircraft flying under the American Medical Support Flight Team effort reportedly hauled some 35,000 pounds of emergency supplies into Homestead General.

AOPA headquarters received scores of telephone calls from pilots around the country asking to contribute planes and pilot time to accelerate the Hurricane Andrew relief effort by private citizens.

Air Care Alliance is a new consortium of volunteer emergency aviation groups across the country who furnish air transportation at no cost during major disasters or individual family health emergencies.

The Forgotten Mechanic

Through the history of world aviation many names have come to the fore. Great deeds of the past in our memory will last, as they're joined by more and more.

When man first started his labor in his quest to conquer the sky, he was designer, mechanic, and pilot and he built a machine that would fly.

But somehow the order got twisted, and then in the public's eye The only man that could be seen was the man that knew how to fly.

The pilot was everyone's hero; he was brave, he was bold, he was grand And he stood by his battered old biplane with his goggles and helmet in hand.

To be sure these pilots all earned it, to fly you have to have guts. And they blazed their names in the hall of fame on wings with bailing wire struts.

But for each of these flying heroes, there were thousands of little renown. These were the men who worked on the planes but kept their feet on the ground.

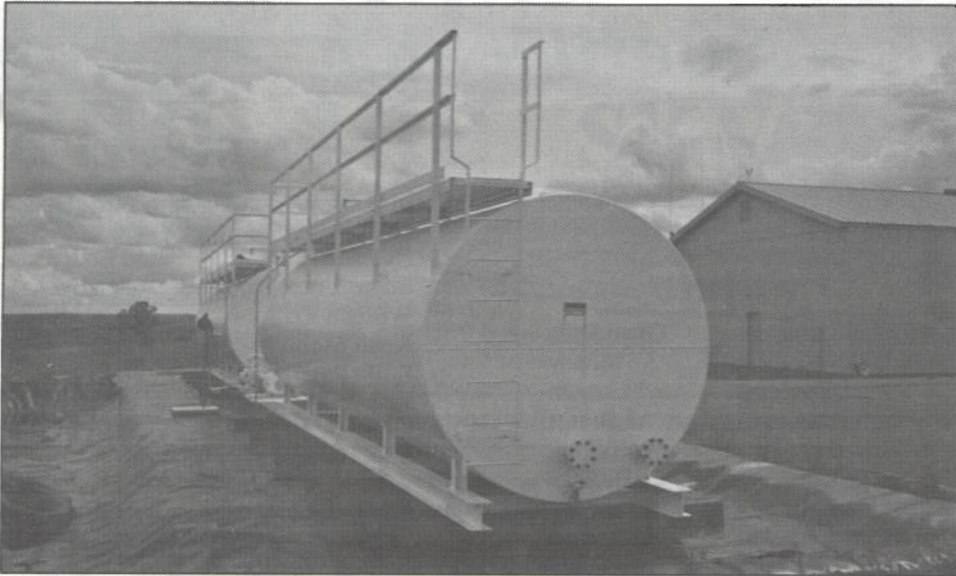
We all know the names of Lindberg, and we've all read of his flight to fame. But think, if you can, of his maintenance man; can you remember his name?

And think of our war time heroes, Gabreski, Jabara, and Scott. Can you tell me the names of their crew chiefs? A thousand to one you cannot.

Now pilots are highly trained people, and wings are not easily won. But without the work of the maintenance man our pilots would march with a gun.

So when you see mighty aircraft as they mark their way through the air, The grease-stained man with a wrench in his hand is the man who put them there.

ANONYMOUS



One Mans Way—Above Ground Storage Tank

By: Greg Ugrin
Miles City Aero Service

Miles City Aero has decided to upgrade its fueling facility to above ground. The basic system consists of two 12,000 gallon epoxy lined skid type tanks that are expandable via four inch flange connections. All fuel related plumbing and fixtures are mounted on either the tank or a bridge limbered platform eliminating the possibility of damage due to ground heave.

The basic weakness in most above ground storage systems is the use of a single pump for both truck loading and transport unloading. This necessitates the use of gravity to feed the pump. The owner/operator must assume the risk of a large spill should a major leak occur in the system. Given the current cost of fuel and the regulatory climate in which we now operate, this is not an acceptable risk.

To overcome this problem I installed a 3" submersible pump to load the trucks. Transport unloading is accomplished with 3" motorpumps so that an 11,000 gallon transport can be unloaded in about 45 minutes. Maximum loss potential in the event of a system leak is limited to the fuel contained in the lower pipes and the filters. This method virtually eliminates the possibility of a major spill.

The containment area is covered with 60 mil pit liner. The low edge of the support pad and the top of the containment pit are graded to the same elevation eliminating the possibility of floating the tanks should a major storm overflow the containment area. Several in-line valves are installed at the low end of the containment pit to allow water drainage or to pump out fuel in the event of a spill.

The real beauty of this containment system is the simplicity. Concrete is not used. The pit liner material is extremely difficult to damage, easily repairable and guaranteed for 20 years. The bridge timbers are more than adequate for support and will outlast concrete in our climate and should replacement be necessary, it can be accomplished without moving the system.

When weighing the pros and cons of buried versus above ground fuel storage it must be realized that either method will be expensive. However, a system such as ours can be relocated relatively easily thereby protecting most of the investment. With below ground fuel storage systems, once you bury your money it's really BURIED.

Montana FBO's Attract Foreign Students

A new record was established at Minuteman Aviation's Cessna Flight Training School at Missoula. Wolfgang Achilles received his private pilot's license after 8 days of intense flight training with Instructor Eric Nelson.

Wolfgang is an Assistant Professor at the University of Berlin in Berlin, Germany and returned to Berlin the same day he finished his successful FAA flight test. He was recruited by Zeljko Ivic, another one of Minuteman's foreign students.

Zeljko received his private pilot's license from Minuteman's flight school in June 1992. It takes the average student four to five months to obtain their Private Pilot's License.

Corporate Air of Billings and MOFAZ Air Corp. of Malaysia have reached an agreement for Corporate Air to train Malaysian pilots.

This agreement was one of several accomplishments achieved by Sen. Max Baucus by his 1992 Montana Trade Mission to Asia. The agreement will eventually lead to the training of up to 200 Malaysian trainees studying at MOFAZ Air.

The students will be trained as commercial pilots at Corporate Air. After licensing, they will be given co-pilot training, flying with commercial air captains. McDonnell Douglas Training System at Kansas State University will be a partner in the training program.

FAA Issues Certificates

Commercial

Thomas Romo Wolf Point

Instrument

Richard Hovey Bozeman
Kerry Laduke Livingston
Shawn Lockwood Billings
Steven Reitz Roberts

Multi-Engine

Donald Hills Chester
Thomas Hlavnicka Big Sandy
Michael Pederson Glasgow

Glider Tow

Michael Edens Corvallis

Multi-Engine Instrument

Brad Vantine Billings

CFI

Donald Trumbull Billings
Jack Wells Bozeman

Private

Dennis Atkinson Great Falls
Charles Bloesser Sidney
Steven Boelman Missoula
Aron Branam Billings
Darin Brown Wolf Point
Jon Ekker Billings
William Hunt Helena
Kenneth Kueker Great Falls
Shaen McElravy Missoula
Steven Meredith Helena
Stanley Morris Billings
Kevin Paul Clancy
Wayne Silvan Big Sandy
Jason Smith Billings
David Standish Billings
Tiffany Stecher Billings
Soren Stevens Billings
William Woodford Superior

CFI - Renew

Erik Anderson Billings
Jerry Dodds Kalispell
Ray Judd Red Lodge
Edgar Justensen Glendive
William Koss Helena
Keith McJunkin Billings
Keith Petersen Billings
John Willis Billings

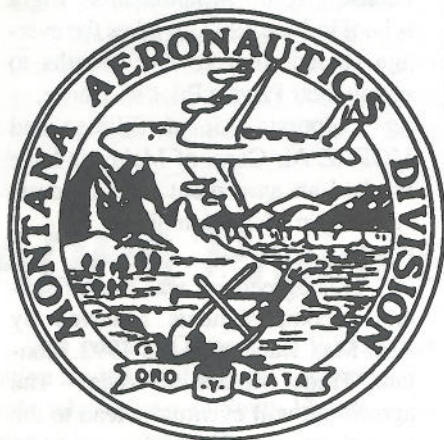
Seaplane

Martin Elshire Billings

Thirty-three hundred copies of this public document were produced at an estimated cost of 375 each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.

October 1992

Bulk Rate
Postage Paid at
Helena, MT 59620
Permit No. 89



PO Box 5178
Helena, Montana 59604